

9710000 Thermoplastic Pavement Markings
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (12-8-21 Industry)

- Table 971-4 to correct High Index grading requirements and AASHTO designations
- Table 971-17 to eliminate % reflective elements requirements (for same reason it was removed from Preformed Thermoplastic)

Response:

Derron Henderson
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Comments: (1-7-22 Industry)

My concern with Preformed Thermoplastic and High Friction Thermoplastic is that we don't know what DFT values these markings are capable of while also trying to attain retroreflectivity minimums. That may also be true for longterm reflectivity. Once friction elements are introduced into the intermix the reflectivity values will drop as with wear as compared to traditional plastic markings. 150 mcd at 3 years may be a little too high. I would suggest 100 mcd for white at 3 years.

Response:

Derron Henderson
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Comments: (1-7-22 Industry)

Would also suggest the state test preformed thermoplastic in a field application for approval to the APL Listing. Preformed Thermoplastic is more prone to bond failure due to it's nature of application. Unlike Standard Thermoplastic it is dependent on a high performing resin system to adhere with only the heat of a torch. Standard Thermoplastic has a high success rate due to it's high temperature applications. Preformed must demonstrate the ability to bond with torch application being able to deliver heat through the surface glass and down through to the pavement. It has been my experience that Preformed Thermoplastic has the higher potential for failure due to it's application if the formula is insufficient to accommodate just the use of a torch. Ozark Materials, LLC recommends maintaining field service testing continue for proper evaluation of the product and approval.

Response:
